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JORDI SURE!

WHY THE CURRENT
MX2 CHAMPION
IS CONVINCED HE CAN
WIN THE WORLD
TITLE AGAIN

dirtZone



LIGHTS! CAMERAS! ACTION!

THE MXGP SERIES
KICKS OFF IN QATAR...

ARENACROSS | DAVID KNIGHT | ARNAUD TONUS | DAVEY COOMBS | ANTOINE MEO



ON THE COVER:

JORDI TIXIER ROCKS THE #1 PLATE IN MX2
© KAWASAKI RACING TEAM

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SURPRISE DATAR MXGP WINNER MAX NAGL
© CHRISTOPHE DESMET



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FOCUSSED!

DEFENDING MX2 WORLD CHAMPION JORDI TIXIER HAS HIS EYES SET ON A SECOND TITLE...

Words by Future7Media

It's easy to forget that Jordi Tixier is the defending MX2 world champion. Since the 22-year-old Frenchman secured the title that super kid Jeffrey Herlings was 'supposed' to win it's been more 'will Herlings be fit for the first GP' rather than 'can Tixier retain his title'. Wind the clocks back and the closing stages of the 2014 MXGP series delivered drama, suspense and when all was said and done a new champion. A new champion that several months earlier had been told his services were no longer needed by KTM. It was a strange and, for many looking in from the outside, unexplainable time.

Forget the pressures of racing, the possibilities of victory, the spoils of becoming the latest French motocross world champion, it was what was happening away from the racetrack that for Tixier really made the closing stages of last year's GP tour tough. Adding to the stress was the knowledge that many thousands of miles away his brother Léo was in hospital after seriously injuring himself in a bicycle accident...

DBR: Firstly Jordi, how is your brother now?

JT: "We can say that he is fine now but it's still a story that makes me feel sad. It was on Saturday, during the GP of Brazil when

we learned that he had an accident on his mountain bike. I was not there to help him and it was not easy for any one of us. Since the accident he is paraplegic and he has no feeling of his legs. It was a really hard moment for us and I had to go through that from a distance. My father wanted to return home but that wasn't possible. We just heard the bad news but it's never the same when you have to be so far away."

DBR: How were you able to focus on that final GP knowing what was going on back home in France? >>





Dave Curtis before the start of
the 1963 Cotswold scramble

DC

Scrambles legend
Dave Curtis comes
clean about his
lengthy career...

Words by **Andy Westlake**

Picture the Brill scramble course in the summer of 1948. Racing is over for the day and as the dust settles spectators and competitors pack up and head for home. Among them is a young farmer's son who's made his scrambles debut on an old twin port, girder-forked Ariel – a bike that he had ridden eight miles to the event and then raced over the rough, demanding circuit. As Dave Curtis kicked the Ariel back into shape little could he have imagined that 10 years later not only would he be a works Matchless rider he'd be British 500cc motocross champion and an integral member of the MXdN team.

Tenacious and strong as an ox – ideal attributes to control 380lbs of booming Matchless – the hard-riding man from Oxfordshire was one of the most popular racers of his generation. If the course was rough and muddy then you could usually bet that Dave would be out in front. Numerous period photographs show him sliding the monstrous AMC single with the pack vainly chasing – so how did he become such a master of the mud?

"My dad rode a bit and even from an early age there was a bike around on the farm on which my brothers Mike and Roger and I learned to ride," explains Dave. "It was a flat tank Raleigh which we used for tearing around the fields after school and I got pretty good at negotiating the deep ruts and mud left by the wheels of the tractors and the cows."

"The farm was very remote so all three of us would get on the bike and ride it the two miles to the nearest village – this was a bit precarious, especially in winter. One would drive while another was perched on the pillion pad leaving the third to straddle the petrol tank and hold a torch to show the way."

"I really fancied a go at scrambling so as soon as I was old enough I managed to borrow a girder-forked Ariel from my cousin and entered a meeting at Brill – a fantastic but very rough and muddy course lined by thousands of people. I can't actually remember much about the race but I loved the whole excitement and atmosphere so I decided to get my own bike."

There was no possibility of a specialised >>



A CONVERSATION



DAVEY COOMBS

THE LUCAS OIL AMA PRO NATIONAL MOTOCROSS SERIES
BOSS TALKS THE STATUS QUO, DOPING, VILLOPOTO IN
GRAND PRIX AND MXGP COMING TO THE USA (AGAIN)

Words By Adam Wheeler Photos by Ray Archer

Davey Coombs is a gregarious guy, amiable and always welcoming. He is one of the power players in American motocross considering that he heads not only the top amateur event in the United States but also marshals the national series...and then talks about all of it through his industry leading magazine and website RacerX. The Coombs name is far reaching in the U.S. MX scene thanks to the roles that various members of his family have played in the sport for numerous decades. But you still have to be wary of these types of interviews.

While the 49 year old is honest with his answers, is happy to talk and doesn't dodge any questions there is a feeling that he knows full well that he is putting across a message from his series, particularly to a European journalist, one that works in MXGP.

Coombs' MX Sports and Giuseppe Luongo's Youthstream have had a strange and strained relationship. I've seen Davey in the paddock at an MXGP or Motocross of Nations and he has either been happy with a meeting he has just had with the Italian Grand Prix overseer or has left bemused.

Episodes such as Youthstream's sudden (and bolshie) attempt to host a race at Glen Helen (2010 & 2011) or nudge the Nations onto American soil (Thunder Valley in 2010) could be seen as an awkward stand-off between the two parties. But then there have been instances when it seemed like the

two promoters could link-up, at least when it comes to making the Nations a formidable event when it does cross the Atlantic. Coombs and Luongo surely have opinions of each other but I will be amazed if they ever come out on the record.

By nature of his role with MX Sports Davey has had to learn even more about shaking the right hands, saying the right words, making the strong decisions and the difficulties of universal appeasement since he moved in to re-establish the 'outdoors' in the face of the growing exposure and undoubted allure of supercross in 2009.

Coombs the journalist – or the encyclopaedic fan that could offer stringent analysis of the sport both in the U.S. and from what he knows of the FIM World Championship – sometimes comes forth but we also have to remember that he is a powerful guy who knows to play the PR game. Luongo is the same.

A chat is normally a 30 minute window with a direct connection to the party line. An interview therefore can be like a friendly joust. Can we get his real views on the series that he presides over and always seems like it might be threatened through the increasing bubble that is Supercross? Through sitting down in the Anaheim paddock and in the AMA enclosure that is already being taken down an hour or so before the Main Event of A2 is about to start we thought we'd have a go... >>



EWG vs EXTREME!

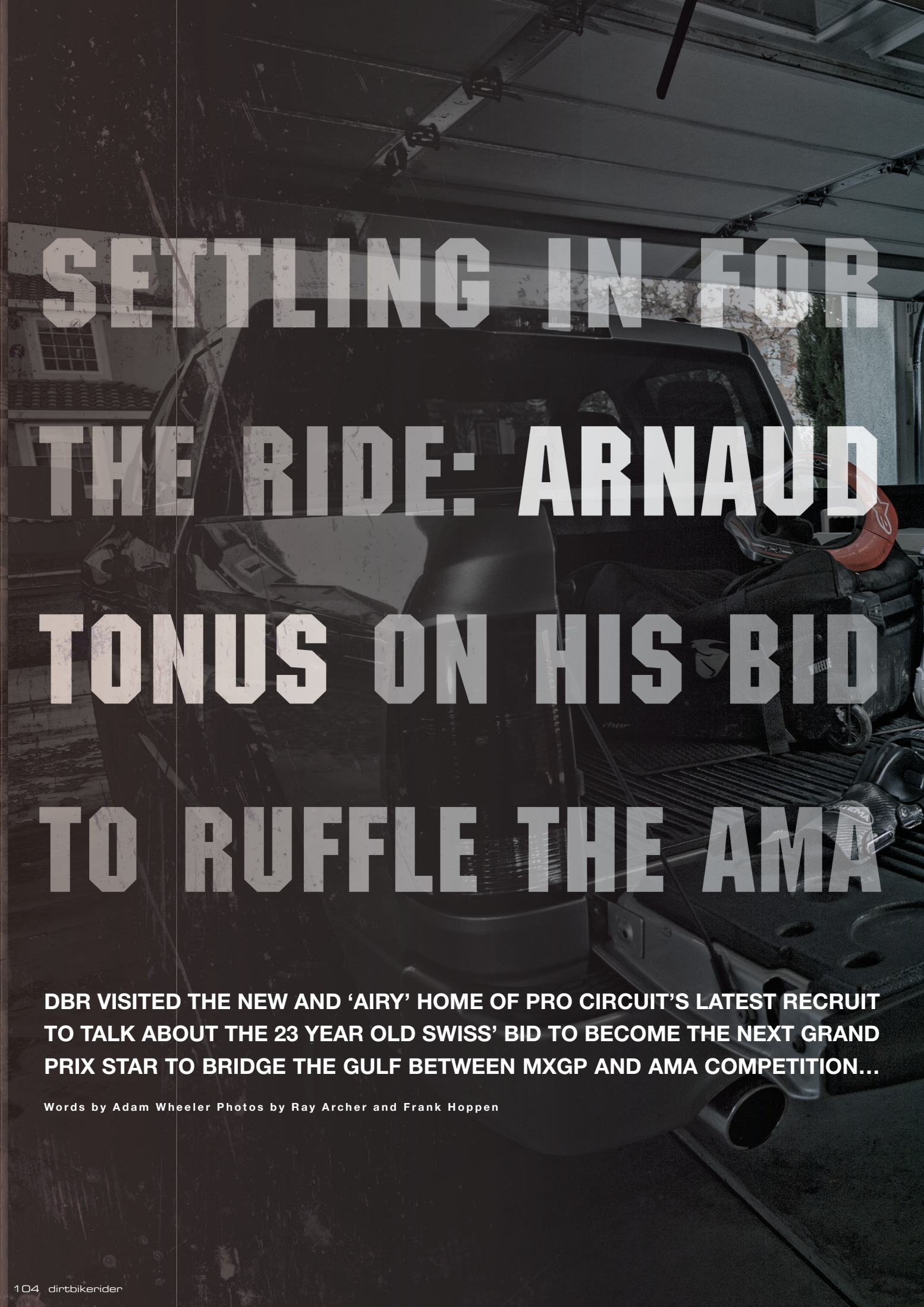
DAVID KNIGHT AND DANNY McCANNEY DISCUSS WHERE THE FUTURE OF REAL OFF-ROAD RACING IS HEADED...

Words and photos by Future7Media



What is it about the Isle of Man? For an island of 85,000 inhabitants – that doesn't even crack the top 100 most populated cities of the United Kingdom – it sure is a hotbed for motorcycle talent.

Looking off-road and Manxmen David Knight and Daniel McCanney – along with his younger brother Jamie – are currently three of the most talented riders boasting a British passport. >>



SETTLING IN FOR THE RIDE: ARNAUD TONUS ON HIS BID TO RUFFLE THE AMA

DBR VISITED THE NEW AND 'AIRY' HOME OF PRO CIRCUIT'S LATEST RECRUIT TO TALK ABOUT THE 23 YEAR OLD SWISS' BID TO BECOME THE NEXT GRAND PRIX STAR TO BRIDGE THE GULF BETWEEN MXGP AND AMA COMPETITION...

Words by Adam Wheeler Photos by Ray Archer and Frank Hoppen



Arnaud Tonus says the word 'dream' a lot. There is little doubt that he is living a motocross athlete's fantasy existence – plush Californian home, new pick-up in the drive, Pro Circuit equipment, pretty girlfriend and a large freeway of possibility ahead of him. When we step into his rented home in Lake Elsinore his partner Maria makes us a tea while we take some photos using light from an almost perfect sunset. >>

FIGHT



AFTER SEVEN SCORCHING ROUNDS THE WINNER OF THE 2015 ARENACROSS TOUR IS DECIDED BY ONE BRUTAL BATTLE...

Photos by Nuno Laranjeira

After seven hard fought rounds the battle for the 2015 Arenacross tour title basically boils down to this – Thomas Ramette versus Florent Richier in a full-throttle, winner-takes-all fight to the finish inside London's Wembley Arena. But how did we get here?

Ramette grabbed the red plate at round one with a stunning victory inside Manchester's Phones4U Arena on the SR75 Molson Suzuki and despite not winning another main event

since continues to hold on to the series lead. With Thomas unable to repeat that round one victory the wins were shared by Adam Chatfield (Belfast 1 and Birmingham), Angelo Pellegrini (Belfast 2), Elliott Banks-Browne (Newcastle) and Cyrille Coulon (Glasgow).

So heading into Sheffield's points-payer the Frenchman held a solid 13-point advantage over Richier who aside from a disappointing second round in Belfast had more or less matched Ramette round by round. But that was all about to change... >>

NIGHT!



forkrent Ford MAX-AV

AX

ARENACROSS 2015
SERIES DATES AND VENUES

RND 1 MANCHESTER — PHONES 4U ARENA
SATURDAY 3RD JANUARY

RND 2 & 3 BELFAST — ODYSSEY ARENA
FRI 16TH & SAT 17TH JANUARY

RND 4 BIRMINGHAM — GENTING ARENA
SATURDAY 24TH JANUARY

RND 5 NEWCASTLE — METRO RADIO ARENA
SUNDAY 1ST FEBRUARY

RND 6 GLASGOW — THE O2
SATURDAY 7TH FEBRUARY

RND 7 SHEFFIELD
SATURDAY 14TH FEBRUARY

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